

"CLUB"
THE POPULAR
SCOTCH
WHISKY.
PER DOZEN ... \$18.50
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX" PARIS 1900
The Highest Possible Award.
JOSEPH GILLET'S
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award Chicago, 1893.

No. 13,924 號肆拾百玖千叁萬壹第 日伍初月十年捌十二緒光 HONGKONG, TUE DAY, NOVEMBER 4TH, 1902. 式拜禮 號肆月壹十年貳零百九千壹英港香 PRICE, \$24 PER MONTH

A. S. WATSON & CO. LIMITED.
WE beg to announce the ARRIVAL of
NEW STOCKS of
HIGH CLASS
CONFECTIONERY.
A. S. WATSON & CO. LIMITED.
THE HONGKONG DISPENSARY.
JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents—
SIEMSEN & CO.
Hongkong, 1st January, 1901.
CUTLER, PALMER & CO.'S
Patron \$11.75 PER DOZEN
Net
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong.

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC, \$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY \$12.50 PER CASE.
THE ELITE OF WHISKY—THE "PALL MALL," \$22 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—SIEMSEN & CO., HONGKONG.
C. P. & Co.'s INVALIDS' PORT \$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.
DOURO PORT, \$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY, \$22 PER DOZ.
LA TORRE SHERRY, \$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—D.O.M., \$43.75 PER DOZ. QUARTS. \$45.50 PER 2 DOZ. PINTS.
G. GIRAULT.
GENERAL GROCERIES AND PROVISIONS.
WINES, LIQUEURS AND SPIRITS.
JUST RECEIVED A NEW STOCK OF
CHOICE TABLE DELICACIES.
W. BREWER & CO.
23 & 25, QUEEN'S ROAD.

KUPPER PILSENER BEER.
THE LEADING BEER IN THE FAR EAST. ALWAYS
BRIGHT AND FREE FROM SEDIMENT.
SOLE AGENTS FOR CHINA AND HONGKONG:
CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
Hongkong, 31st October, 1902.
PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.
THE PERSONAL SAFEGUARD AGAINST INFECTION
IS
"CARBOLACENE"
A LUXURY FOR THE BATH
WATKINS, LD., HONGKONG.
COTTAM & CO.
HATTERS. FOR HOSIERS
EVENING DRESS SHIRTS, WHITE TIES,
BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,
CAPS, AND TAM O'SHANTERS.

"D. C. L." OLD TOM AND DRY GIN
PER DOZEN ... \$8.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.
HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Room.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGE MODERATE.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
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7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS on Week Days
4.45 p.m. to 9 p.m., 9.45 to 11.15 p.m., vary 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
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INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1891.

WINE & SPIRIT MERCHANTS

PORTS

OF THE FINEST QUALITY AND
VINTAGE, SPECIALLY SELECTED.

	Per doz.	Per bot.
B. OLD VINTAGE, superior quality, Red Capsule	...	\$14.40 \$12.20
C. 11 NE OLD VINTAGE superior quality, Black Seal Capsule	...	18.00 1.50
D. VERY FINE OLD VINTAGE, extra superior (Old Bottled), Violet Capsule	...	24.00 2.00

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	Per doz.	Per bot.
OLD TAWNY	21.00	1.75
INVALID	21.00	1.75
ESTRELLA	27.00	2.25
VERY OLD TAWNY	45.00	3.75
OLDEST and FINEST	54.00	4.50

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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Litho's
P.O. Box, 33, Telephone No. 12

BIRTH.

On the 21st October, at Seremban, the wife of ALF. LANDELL, Superintendent Revenue Surveys, Negri Sembilan, Straits Settlements, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, U.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th November, 1902.

THE trade passing through the nearest Chinese Customs stations to Hongkong cannot fail to be of certain interest to those interested in local commerce, and we therefore may profitably spend a little time in the consideration of the recently issued reports on Kowloon and Lappa in 1901, by Messrs. R. B. MOOREHEAD and F. A. CARL respectively. At the so-called Kowloon Customs (for there is of course no Chinese station in the Kowloon district proper) a large percentage of the commodities passing through is rice and other cultivated products. The question of a wet or dry season is therefore of great importance to the annual figures. Mr. MOOREHEAD writes: "The weather at the beginning of the year was very favourable for the rice-crops, and the spring harvest was an exceptionally fine one. This abundance of the local rice caused a fall in the import of the foreign article. Subsequently the 'rainy season' quite belied its name, the rainfall during the summer months being far below the average of many years past. As one result of the drought there was an enormous output of salt, the China-to-China trade in which shows an increase of nearly one million piculs, while the import from foreign countries fell more than 50 per cent. The growth of sugar-cane was checked by the dry season, and the manufacture of sugar in the local factories was considerably lessened. This brought about a great increase in the import of foreign-made sugar, the figures for white sugar, in comparison with those for 1900,

"being troubled." Of other trades, match-making is making great advances in Kwangtung and a serious rival to the Japanese match trade is now in existence. An increased import of cotton yarn was noticeable, while there was a decline in its price, so that cotton mills had a good year. The total revenue of the year 1901 was Tls. 404,450, an increase of no less than Tls. 54,426 on the previous year's figures. In addition to this a "Granary tax" on rice and paddy exported brought in Hk. Tls. 22,437, though only levied from the 6th March to the end of the year. A decrease of nearly two million taels from the previous year's figures occurred in foreign imports, the net value for 1901 being Hk. Tls. 18,956,231. But, as owing to the abundant local rice harvest the falling off in the import of rice and paddy was Hk. Tls. 3,462,901, the remaining foreign imports really increased, the improvement in the opium figures being marked. Altogether 686 piculs of foreign opium passed through the Kowloon stations, the highest figures since 1893, when 916 piculs passed through. In 1899 only 459 piculs were recorded. Exports to foreign countries showed an advance on the 1900 figures of nine per cent., the total value for 1901 being Hk. Tls. 22,919,708. The increase, says Mr. MOOREHEAD, is due to the slightly enhanced value of most of the principal commodities. The export of building materials was considerable, owing to the erection of so many new houses in Hongkong. 574 more steam-launches passed the Kowloon stations than in 1900, the total being 4,431. Junks increased in number by 2 per cent. Altogether 49,808 launches and junks combined entered and cleared. Passenger traffic showed an increase of 34,891, or 11 per cent. on the previous year's figures. No treasure was reported as carried by the junks. "whose masters and passengers are unwilling to declare any treasure they may possess, for fear of attracting pirates"—a significant statement.

Turning now to the Lappa report, we find that 1901 was a record year for the junk trade, the total value amounting to Hk. Tls. 14,606,412, Hk. Tls. 1,033,343 better than in 1900. An examination of the statistics, says Mr. CARL, will show that this increase is entirely due to the growth of the export and native import trades, which show advances of about Hk. Tls. 606,000 and 744,000 respectively. The above figures do not include the portion borne by the Hongkong-Macao trading junks. Mr. CARL continues:—"As the total exports passing the Lappa Stations show an increase of over Hk. Tls. 600,000, we must conclude that, owing to quicker despatch and more prompt delivery, the carriage of certain commodities has been transferred from native junks to foreign steamers. Although the total value of the trade is the highest ever recorded at Lappa, it must not be lost sight of that the figures for 1901 include statistics that previous to the end of 1899 (when the 'Changchow Station was closed) would have appeared in the Kowloon Customs returns. The trade then passing the 'Changchow Station averaged, at the least, Hk. Tls. 2,000,000 a year, so, after deducting that amount, the Lappa statistics for 1901 represent nothing to boast of. Trade in foreign goods, compared with the values of 1900, actually shows a decrease, principally due to the falling off in the importation of opium, piece goods and rice. Certain districts in the neighbourhood of the newly opened French 'port, Kwanchauwan, which formerly drew supplies from Macao, have now almost ceased doing so. Direct steamers from Hongkong to that place take considerable quantities of opium and other foreign goods, which trade, of course, no longer comes under the cognizance of the Lappa Customs. Piracy, too, is having a deterrent effect on the junk-trade, as it brings in an element of uncertainty. Arms-smuggling, from both Hongkong and Macao, was very rife in past years, and it seems almost a just retribution that now the insecurity resulting from this nefarious trade should affect indirectly foreign commerce." Mr. CARL does well to point out that foreigners must bear part of the guilt for the flourishing condition of piracy, but nevertheless it is more than time that the Chinese Government should pay attention to the remarks of their commissioners alike at Canton, Kowloon, and Lappa as to the damage to trade done by pirates in this part of China. The total collection of revenue at Lappa in 1901 was Hk. Tls. 3,625,800, a decrease of over 300,000 taels from the figures of 1900. As stated above, there was a falling off in the importation of opium, piece goods, and rice, and this more than accounted for the decrease. As for the export trade, 1901 can properly be called a record year, Mr. CARL says; the total value was Hk. Tls. 6,246,517, against Hk. Tls. 5,640,729 in 1900 and Hk. Tls. 6,173,279 in 1899. Among the improved items may be noted

sugar, various provisions, and building materials for Hongkong and Macao. The number of junks entered and cleared at the Lappa Stations during 1901 was 16,501, representing a tonnage of 968,717 tons—an increase of 1,073 vessels and 49,602 tons over the shipping of 1900. The tonnage is the highest recorded since 1894. Of the junks reported during the year under review, 15,539, of 834,518 tons, were to and from Chinese ports; 1,001, of 129,401 tons, to and from Hongkong; 52, of 1,346 tons, to and from Kwanchauwan; and 9, of 1,454 tons, to and from Annam. Steamers bound up the West River numbered 1,571, and bound down, 1,576. The number of passengers in junks noted at Lappa was 116,798 inwards and 111,967 outwards, an increase of 19,300 and 14,838 respectively. In addition to the above, the Portuguese steamers *Woon* and *Tai-ping* kept up a regular Macao-Samsul service, making 593 trips, during which they carried about a quarter of a million taels' worth of cargo, 16,868 passengers inwards and 16,179 outwards.

The Austrian cruiser *Kaiser Karl VI* arrived yesterday morning from Singapore.

Yesterday the anniversary of the birthday of the Mikado was celebrated by the Japanese here, and the Japanese shipping in the Harbour was dressed with flags.

The number of visitors to the City Hall Library and Museum during the week ending 2nd November, was 203 non-Chinese and 61 Chinese; to the former, and 51 non-Chinese and 2,004 Chinese to the latter.

The P. & O. steamer *Parramatta* with the English mail of the 10th ult., left Singapore on Sunday, at 6 a.m., and may be expected here on Friday, at about 10 a.m. Replies are due to correspondence despatched hence on the 8th September.

During last week the only case of communicable disease notified as occurring in the Colony was one of enteric, an European case at the Peak. Within the day ending at noon yesterday, however, a fatal Chinese plague case was reported in Des Vaux Road West.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Ngok Lau \$25
M. H. P. 10

Kowloon Marine Lots Nos. 74 and 75 and Inland Lots Nos. 1,140 and 1,141 were exposed to sale by public auction yesterday at the office of the P.W.D. The property is situated at Teinshatsui Point, and extends to 5,932 square feet. The upset price was \$232,800. After spirited bidding the property was bought by Mr. J. Orange of Messrs. Leigh and Orange at the price of \$151, 00s.

We see that the Rev. F. Lawrence, Honorary Secretary of the "Church Sanitary Association," addressing cyclists' church parade on Sunday, the 28th September, at the Parish Cross in Wostock churchyard, near Kirkham Abbey, Yorkshire, said the Christian had been pronounced eternal life which was to begin now, here, this side the grave, and that therefore he ought to be on this earth in full enjoyment of pure air, fresh water, and abundant light, while whoever deprives him of these free gifts of God deserves condign punishment. This may be recommended for the consideration of Hongkong.

A sad fatality occurred at noon on the 24th ult. on board H.M.S. *Vestal* lying in Singapore harbour, when an a.b. named Haslam died, the cause being presumably sunstroke. Deceased was working aloft, unfastening the sails, which were given in airing, when it was observed by his mates below that he had evidently been taken ill, as he was lying down in the "top." On investigation it was found that he had been seized with a fit. He was conveyed to the deck, and examined by the ship's doctor, Mr. Reid. Deceased never recovered consciousness, however, and died shortly afterwards. The body was brought ashore at 5 p.m., and taken to the mortuary. It was thought that the unfortunate fellow was overcome by the heat working as he did in the mid-day sun, with a practically useless head covering. The funeral took place next morning when a firing party from the *Vestal*, the Town and Volunteer Band, and a large gathering, including a number of officers of the *Vestal*, were present.

An amusing controversy has arisen over the attacks of the French submarines on ironclads blockading Charbourg. According to the rules of the game, if a submarine got within a certain distance of a battleship without being fired upon, her attack was held to have succeeded. Two ingenious commanders of these craft hit upon the plan of sending to the surface at intervals bottles which bore a likeness to the periscope of the submarine. In every case a heavy fire was opened on the bottles, while the submarine bobbed up serenely on the further side of the ironclad and claimed her for a victim. Against this the commanders of the battleships have protested, claiming that, before they are counted out of action, the submarine ought actually to hit them with a torpedo. The claim is reasonable, for there is no proof whatever that the blind craft would know in the very least degree on which side of her her adversary was, and it is likely enough that she would launch her torpedoes through the salt waves in an opposite direction.

It has been intimated from the War Office that the Japanese National Anthem, as at present played by British military bands, is not the correct air, and officers commanding units have been directed to obtain the recognised edition, copies of which have now been prepared.

The German Minister of Marine, in connection with the sending out of a new river gunboat to China, recently declared that at least three German river gunboats are necessary for the river patrolling service in China, if such service is to be kept up in an efficient manner. Additional river gunboats will be asked for in the next Naval Budget.

The death occurred on the 26th September, at Brighton, of Mr. Percy H. S. Montgomery, Commissioner of Imperial Chinese Maritime Customs, third son of the late Mr. Hugh Montgomery, of Grey Abbey, and of Lady Charlotte Montgomery, of Lowndes Square, London, S.W. Mr. Montgomery, who was only 46 years of age, had been in the Chinese Customs over 20 years.

Vicecount Hayashi, Japanese Minister in London, has authorised the statement that he is not aware of any foundation for the frequently repeated report that the Legation will shortly be elevated to the dignity of an Embassy. Before this could be arranged it would have to be the subject of agreement between the two Governments, and the expenditure would have to be sanctioned by the Japanese Parliament, neither of which necessary steps has yet been taken.

Lieut.-Colonel Marchand, of the French Colonial Infantry, has just been promoted to the rank of colonel. He is the youngest officer of that grade in the service. He was only a captain at the time of the Fashoda affair in 1898 but it won him his majority. That Colonel Marchand is an extremely efficient and very valuable officer no one questions, a home paper remarks, and if efforts have been made by certain politicians to push him forward in their special field he has certainly been no party to such intrigues.

The experiment has been made at Aldershot of painting guns and limbers with the three primary colours—red, blue, and yellow—as it has been found that guns thus painted harmonise with any kind of background so well that at a short distance they are almost lost to the eye. Six guns so painted were placed on the Fox Hills, and the artillery officers at Aldershot were invited to try to locate them at about 3,000 yards with field-glasses, but, although the officers knew the direction, none were able to locate them all. Some Horse Artillery sent forward to engage the guns advanced to within 1,000 yards before they located them. The painting on the guns is seen at close quarters to be in dashes and streaks.

The Russian Press seems unable to accept as final the decision proclaimed by the St. Petersburg Government to restore the province of Manchuria to its lawful owners, wrote a home contemporary last month. Scarcely a day passes without some Russian newspaper or other exhibiting scepticism on this subject. The organs of Russian public opinion, we are not surprised to hear, regard the ultimate fate of Manchuria as still an open question, in spite of the repeated assurances of the Russian Government. The *Nanoo Vre nya* quotes the views of a Moscow paper with great approval and adds:—"The Russian Government is confronted with two alternatives, between which it is impossible to choose. It may either desert its efforts to promoting the interests of the left, or Russian bank of the Amur to the detriment of the Manchurian railway, or it may choose to support the railway and to assist in ruining its own territory by enriching the Chinese half of the Amur basin. There is one and only one escape from this dilemma; the whole of the Amur basin should belong to Russia."

An Australian correspondent, writing to the *Times* on labour questions in Australia, points out that the stopping of the importation of Japanese divers for pearl-shell was expected to open up all the trade to white men; instead of this it will probably have the effect of driving the whole pearling industry into the hands of the Dutch. It was foreboded in a previous letter that the pearlers might as a last resource betake themselves to Dutch New Guinea, and this possibility is now almost a certainty. It would be a weird result if legislation intended to benefit Australia ended in starting a Dutch industry. While diving apparatus is in its present crude state there is no hope of the white man's competing with the Japanese; and if the pearlers can get Japanese by going to Dutch New Guinea, they will certainly go there rather than stop in Australia and employ white divers.

In his report on the trade of Odessa and district for the year 1901 the British Consul-General writes:—"To the Russian ports in the Far East some 62,145 tons of goods were sent in 1901, as against 83,091 tons in 1900, and 57,306 tons in 1899. The drop is caused partly by the cessation of warlike operations, and partly by the opening of the Siberian Railway. The quantities received from Russian Asiatic ports was insignificant in 1901. The steamers of the Volunteer Fleet took from Odessa to the Far East 44,533 tons of general cargo, and 23,498 tons of Government stores, 337 cabin passengers, 626 third-class and deck passengers, 8,798 recruits and soldiers, 27 soldiers' wives and children, 6,574 emigrants, and 771 convicts. They brought from the Far East 26,470 tons of general cargo and 1,640 tons of Government stores, 624 cabin passengers, 271 third-class and deck passengers, 17,452 soldiers, 153 soldiers' wives and children, and three convicts. It must be borne in mind that the general cargo here mentioned is by no means all for the Russian Siberian ports, and that of the cargo imported but little is from those.

The St. Petersburg Herald has a picture of Mr. Balfour playing golf. It is entitled, "Lord Balfour, the new English Prime Minister, playing at lawn tennis."

In the Punjab, large inoculations for plague are proceeding under the Indian Government programme. At Gussarat, the Mussulman leaders are advising the people to submit.

With the *Naval and Military Record* of the 2nd ult. was published a supplement illustrating H.M.S. *Terrible* alongside Portsmouth Dock and Capt. Percy Scott's "Dotter" invention.

The *Turkistan Official Gazette* contains an announcement that travellers will hereafter be prohibited from visiting the Kusk and Am Darya regions, also the Altirk frontier. The palpable object is to maintain the secrecy of operations on the Russo-Afghan border.

The Court of Enquiry held at the British Consulate, Nagasaki, on the 17th ult., into the burning of the British steamer *Yachino Maru*, exonerated the officers from blame, but found that ordinary cotton bales should not be carried on deck unless covered by awnings or tarpaulins.

Mr. Jonas Mendelson, head of the firm of Mendelson Brothers, who arrived in Yokohama thirty-four years ago, died suddenly on the 18th ult., aged 58. He leaves a widow, a grown-up son, and three daughters, the eldest of whom was to have been married on the 22nd ult.

Among products which do not yet take a regular place in the exports of Siam, but for which there may be a future, is undoubtedly rubber. The question is now under consideration, and it is known that rubber-producing trees are found in some quantity in certain parts of the country, notably in the eastern provinces.

A rumour was current in Amsterdam at the end of September that the Governor-General of Netherlands India intended to resign from office owing to ill-health—a report which was not, however, confirmed. His successor was already named in the meantime—namely, the former Vice-President of the Council of India, Baron Swerts de Laande Wyborgh, Burgomaster of Arnhem.

There are two schemes for dealing with the unfortunate foundry at Wukamatsu, Japan. One is that the Government should keep it, making further necessary payments which will bring the total in 1906, when it will begin to pay its way, up to 34 million yen; the other is to turn it over to a private company, whereby the Government's loss would apparently be only some 26½ million yen, but it would get nothing when the concern began to pay.

In connection with a remark quoted from a Singapore paper in our "Sporting Notes" column on Saturday last, the following from the *Straits Times* should also be read:—"In view of the allegations freely made on all sides, and generally believed to be true, to the effect that practically every jockey at the present meeting has a bet on his fancy—irrespective of his mount in every race—it may be laid down as an axiom of racing that the interest so evinced in the pastime is not *per se* a guarantee of straight riding."

Maj.-Gen. Sir Alfred Gaselee, who has been on leave in England since vacating his command of the British troops in China, has obtained permission to proceed to India to take up the command of Lucknow District, Bengal, to which he was appointed in April, 1901, in recognition of his distinguished services in connection with the occupation of Peking. Gen. Gaselee will be present and act as umpire at the Indian manoeuvres. On his assuming the active duties of his command in India, Maj.-Gen. Sir William Meiklejohn, who has been officiating for him, will proceed home.

M. A. de Biliński predicts in the *Nineteenth Century* that Russia is going to eat us all up.—"The picture of the ultimate destiny of Russia must show her in the role of mistress of Asia and Europe, united under the notion of the Slav League. Russia is bound to attain extraordinary greatness, not only through the internal development of her existing empire, but through further expansion. Her dominion, in any case, representing that of the whole Slav race, will stretch from the Arctic and North Seas to the Persian Gulf and the Mediterranean, and from the Pacific to the Atlantic and the Oder." The other nations can hardly be expected to enjoy such a prospect, and therefore M. de Biliński thinks:—"A coalition may be formed to hold the time in check. There would be three partners in this combination; the Chinese, the Latin, and, of course, the German federations." Absurd speculation could hardly go further.

At All Saints' Church, Margaret Street, London, on the 30th September, the marriage took place of General Sir George Digby Barker, K.C.B. (who served with General Havelock at the Relief of Lucknow and commanded the force in China and Hongkong, 1890-95, and was Governor of Bermuda) of Clara Priory, Suffolk, and Miss Katherine Weston Elwes, eldest daughter of Mr. Edward Golding Elwes, of 2, Upper Woburn Place. The ceremony was conducted by the Rev. W. Allen Whitworth, Vicar of All Saints' Church (nephew of the bride), assisted by the Rev. E. Luke Paget, Vicar of St. Pancras. The bride was given away by her father and Mr. Kenneth Sutherland Murray acted as best man. There were four bridesmaids—Miss M. B. Elwes (sister of the bride), Miss Elita Courtney, Miss Gladys Rich, and Miss Gladys Moseley Mayne. Later General Sir George and Lady Barker departed for their honeymoon. The presents were most numerous, and of a costly description.

TELEGRAMS.

REUTERS'S SERVICE.

LONDON, 1st November.

RUSSIA'S FAR EASTERN SQUADRON.

Admiral Stakhelberg with a powerful Russian squadron has sailed for the Far East. Though some warships are returning home, the Russian naval force in the Orient will be much strengthened.

THE EDUCATION BILL.

Clause Eight of the Education Bill has been passed.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 1st November.

PRAYING FOR RAIN.

Of late the weather has been very dry, and everybody here has been anxious for rain; yet in spite of the prayer of the Nanchai and Panyu Magistrates, the Provincial Judge, and even the Viceroy, who appealed most earnestly to heaven and earth, and invoked the spirits of mountains and sea to bless the population with rain, none has come. Late last night four hundred women from different families swore that they would, by their appeal, move the heart of the gods. So after three days of fasting and ablutions they went together on the 28th of last month in a big crowd to the temple of the Dragon King to pray him to intercede with Fung Liang (the ruler of the rain) on their behalf. On the 29th and 30th rain came pretty thickly in Canton.

ANOTHER MYTHO.

The Magistrate Fung of the district of Hing Ning, Kwangtung, after he had prohibited the slaughtering of swine for three days, and had prayed to the god of the cities and towns for rain without any effect, resolved to kill the Demon of Drought in the following manner. He had an effigy made of paper and bamboo to represent this Demon, and having closed the Southern gate of the city, ordered the police to go to the Temple of Horror to arrest and bring the paper effigy with chains round its neck into Court, and made it kneel down before him. He was dressed in his official robe, and sitting in Court, with his hand on his banister on the table, while in a loud voice he scolded the paper effigy for continually committing the crime of bringing drought into the city. Then he ordered him to be taken out and beheaded. But a party of gentry of the place, as already pre-arranged, came forward to beg favour of the Magistrate to let them stand security for the Demon and allow the latter three days' grace, and if after three days he did not bring rain, then let his head be cut off. The Magistrate, nodding his assent, the effigy was taken out of Court, and placed on the top of the city gate. Not quite three days after, on the 29th ult., there was thunder and rain.

SUPREME COURT.

Monday, 3rd November.

IN SUMMARY JURISDICTION.

BETWEEN HIS HONOUR A. C. WISE
(JUDGE).

A NEW TESTIMONY CASE.

A case was called during the hearing of which the following facts were disclosed. The property at Un Lung of Tam Chai Fat was seized on a warrant, which was executed on 21st October and the goods sold. Subsequently the landlord came forward and applied for a distraint warrant for eight months' rent, \$80.

Mr. H. Hursthouse, solicitor (Messrs. Denny & Bowley) appeared for the execution creditor and made application that the latter warrant be discharged on the ground that under Ordinance 14 of 1902, Section 17, that Court had no jurisdiction with regard to rent for lands or buildings in the New Territory.

His Lordship said he would withdraw the distraint warrant, as it was undoubtedly irregular. He would advise the landlord to write a letter to the execution creditor stating that he was the landlord and to prove his case in the Land Court as soon as he could.

The Court adjourned.

SEQUEL TO A RIVER COLLISION.

The *Che de Nativon* Tonkinoise *K. Hoitao* was arrested in connection with an action for damages by a collision which took place on 7th March in the Canton River near Taihi Light-house, the amount claimed being \$19,000. She was subsequently released on security being fled. Messrs. Munney and Britton, solicitors, are for the plaintiff, Messrs. Wilkinson and Crist, solicitors, for the defendant.

SHANGHAI RACES.

The Shanghai Autumn Race Meeting begins to-day, nine races being on the programme. The events to be run are: on the opening day, the *Malice Plate* (5 miles), *Criterion Stakes* (1 mile), *Maiden Stakes* (3 miles), *Club Cup* (2 miles), *Lottery Stakes* (1½ miles), *Shanghai Gold Cup* (1½ miles), *Autumn Cup* (1½ miles), *Whispering Cup* (1 mile), and *Whispering Cup* (1 mile). All these races are for China horses, the second and eighth being respectively for ponies that have never run at any meeting and ponies that have never won a race.

The P. & O. steamer *Parranilla* left
pore for this port on the 2nd inst., at
with the outward English mails, and is due
on the 7th inst., at about 10 a.m.

The imperial German mail steamer
Selous, carrying the German mails, came
from Berlin of the 14th ult., left Colon
the 1st inst. a.m., and may be expected to
arrive on the 12th inst.

The T.K.K. steamer *Nippon Maru*
made dc. left Shanghai for this port
1st inst., at 9 p.m., and was due here to-
daylight.

The P.M. steamer *Fata*, with mail,
arrived at Yokohama yesterday and will
leave, to-morrow.

The U.S.S. steamer *Albatross* left
the 3rd inst. and is due here on the 8th

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, and special business matters Tux MASON & Co.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE IS HEREBY GIVEN that Mr. ARTHUR P. GOODWIN is authorized to sign our Firm PROSECUTION from this date.

COTTAM & CO.

Hongkong, 3rd November, 1902. [2929]

TO LET—From 1st DECEMBER.

THREE ROOMS, Bathroom, and use of Cookhouse, Good locality. Rent \$40 per month.

Apply to—

Care of Daily Press Office.

Hongkong, 4th November, 1902. [2927]

TO LET.

WOODLANDS WEST, 9, SEYMOUR ROAD, from 1st DECEMBER.

Address—

E. W.

Care of Daily Press Office.

Hongkong, 4th November, 1902. [2933]

FIRST CLASS GENERAL REPRESENTATIVES and Agents Wanted for the sale of Patent Novelties in the lighting trade, in general demand, prizes awarded. No special knowledge required. Large profits certain. Please address for particulars "J. K. 5624," care of Rudolf Mosse, Berlin, S.W., Germany.

WANTED EMPLOYMENT.

AS VALET or GENERAL ATTENDANT, Steward or Butler. Can speak Hindustani and several other Eastern languages, and can read and write English. No objection to travel to any part of the World. Good references.

Apply—

Care of "Daily Press" Office.

Hongkong, 4th November, 1902. [2928]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ADJOURNED ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS of the Company which was held at the CITY HALL, on TUESDAY, the 18th NOVEMBER, at 11.15 o'clock a.m. when the Poll ordered at the Meeting of the 13th August will be taken.

The TRANSFER BOOKS of the Company will be CLOSED from 9 o'clock a.m. on MONDAY, the 17th, to 4 o'clock p.m. on TUESDAY, the 18th November, inclusive.

By Order of the Board of Directors.

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, 4th November, 1902. [2932]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY MEETING of SHAREHOLDERS of the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 25th instant, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors and Statements of Accounts for the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

By Order of the Board of Directors.

W. H. RAY,

Secretary.

Hongkong, 4th November, 1902. [2931]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of general cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day, 3rd inst.

Goods not cleared by the 10th instant will be subject to rent.

All ship-damaged packages must be left in the Godown and notices of same sent to this Office before the 13th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 3rd November, 1902. [2930]

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex "s. s. Guadiana," from Bordeaux, ex "s. s. Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, 2nd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd November, 1902. [2926]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 11 A.M., at his SALES ROOM, DUNDALL STREET, ONE "NIAGARA" MINERAL WATER MACHINE, with Filling Machine and Filter and all necessary appurtenances (complete).

N.B.—The above has been used up to date by the Royal Welsh Fusiliers and is now being sold owing to the departure of the regiment.

On View from Wednesday, the 5th Nov.

TERMS—Cash on delivery.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 4th November, 1902. [2934]

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

IT IS HEREBY NOTIFIED by this Department that at Twelve o'clock noon on the 22nd NOVEMBER of the current year, Tenders by Public Auction will again be invited at the Secretariat of this Department, for the CONSTRUCTION of FOUR SHEDS for the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$425.25.

Conditions for Competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES,

Engineer-in-charge.

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

IT IS HEREBY NOTIFIED by this Department that at Twelve o'clock noon on the 22nd NOVEMBER of the current year, Tenders by Public Auction will again be invited at the Secretariat of this Department, for the CREATION of TWO BLOCKS OF BUILDINGS for Shops in the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$543.25.

Conditions for Competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES,

Engineer-in-charge.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SHANGHAI,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day, the 3rd inst.

Goods not cleared by the 5th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWITT,

Superintendent.

Hongkong, 3rd November, 1902. [2936]

TAILORED, DRAPER AND OUTFITTER.

FROM 1st November the ADDRESS of the above will be 28 DES VOUX ROAD CENTRAL—the sixth shop to the left of Hongkong Hotel.

Hongkong, 1st November, 1902. [2920]

SALE OF DAMAGED CARGO.

EX S.S. "KOENIGSBERG" AT PENANG.

ACCORDING to a telegram from the Penang Agents the following Damaged Cargo ex "Koenigsberg" will be sold at PENANG on the 7th NOVEMBER, A.C.—

650 Boxes STRAWBRAIDS,

330 MATS,

60 ISINGGLASS,

100 PORCELAIN,

and on the 14th NOVEMBER, A.C.—

90 Bales SKINS,

40 PEATHERS,

10 WOOL,

140 HORSEHAIR,

30 Cases ALBUMEN.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st November, 1902. [2917]

H. BUTTONEE begs to inform the Public of Hongkong, Kowloon and Coast Ports that having secured the services of a first-class Pastry Baker with a very long experience in his business, he is in a position to make splendid CHRISTMAS CAKES this year. He need hardly assure his numerous kind patrons that his efforts will be spared to make his Xmas Cakes of the finest and most expensive ingredients obtainable. 10 per cent. Discount for Cash.

5, D'Aguiar Street,

39, Elgin Road, Kowloon.

Hongkong, 1st November, 1902. [2928]

HONG CHEONG & CO.,

TAILORS, DRAPERS AND OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER 30 YEARS.

Clothing made to fit to perfection. Silk Goods of all kinds, Chinese, Grass Cloth and Embroidery.

Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).

Hongkong, 6th September, 1902. [2939]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the "Star" Ferry Co., Ltd., to Sell by Public Auction (unless previously disposed of by private contract), on

TO-MORROW (WEDNESDAY), the 5th NOVEMBER, 1902, at Noon, at the "Star" Ferry Company's Wharf, Hongkong, The Steam-launches "EVENING STAR" AND "RISING STAR."

The "Evening Star" was built in 1889 and the "Rising Star" in 1891, both of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company.

In THOROUGH REPAIR.

The launches will be open for inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS—As usual.

For further Particulars, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th October, 1902. [2792]

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. Krause & Co., to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 12 o'clock Noon, at his SALES ROOM, DUNDALL STREET, 20 COLUMBIA AND HARTFORD BICYCLES.

(Ladies' and Gents' Chainless and Free-wheel with Concor brake).

N.B.—These Bicycles are guaranteed new and to be in first-class condition. They are sold to make room for Messrs. Krause & Co.'s fine display of Christmas Fancy Goods.

TERMS—Cash on delivery.

Catalogue will be issued.

On View from Wednesday, the 5th November.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 31st October, 1902. [2987]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 2.30 P.M., at his SALES ROOMS, A LARGE ASSORTMENT OF JAPANESE FINE ART CURIOS, comprising:

RARE SATSUMA WARES, worked by famous artists;

FINE CLOISONNE VASES, MAKUSA VASES of several different designs, FANCY BRONZES, KAGA AN IMARI VASES of various sizes, FINE ART PHOTO FRAMES, IVORY CARVINGS, INLAID PANELS, SILK AND OIL PAINTED FIRE SCREENS, SILK ALBUMS, &c., &c., &c.

On view from Wednesday, the 5th inst.

TERMS—Cash as usual.

Catalogue will be issued.

V. J. REMEDIOS,

Auctioneer.

Hongkong, 1st November, 1902. [2905]

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Hongkong, 1st November, 1902. [2905]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 2.30 P.M., at his SALES ROOMS, A LARGE ASSORTMENT OF JAPANESE FINE ART CURIOS, comprising:

RARE SATSUMA WARES, worked by famous artists;

FINE CLOISONNE VASES, MAKUSA VASES of several different designs, FANCY BRONZES, KAGA AN IMARI VASES of various sizes, FINE ART PHOTO FRAMES, IVORY CARVINGS, INLAID PANELS, SILK AND OIL PAINTED FIRE SCREENS, SILK ALBUMS, &c., &c., &c.

On view from Wednesday, the 5th inst.

TERMS—Cash as usual.

Catalogue will be issued.

V. J. REMEDIOS,

Auctioneer.

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Catalogue will be issued.

V. J. REMEDIOS,

Auctioneer.

Hongkong, 1st November, 1902. [2905]

NOTICES OF FIRMS

NOTICE.

AFTER this date the Business of the Undersigned will be carried on by the BRITISH AMERICAN TOBACCO COMPANY, at the same address and under the same local management.

All Claims and Debts due to or by the AMERICAN TOBACCO COMPANY will be collected and paid by the New Company.

THE AMERICAN TOBACCO CO.,

Connaught House,

15, Queen's Road,

Hongkong, 31st October, 1902. [2899]

NOTICE.

MR. DAWOODBOY ABDOLALLY ZENOOLO-ABEDIN will leave this Colony shortly, and the business will be carried on by Mr. FEIZULLAHBOY ESSABHOY EBRAHIM, who is authorized to sign our Firm in Hongkong from this date.

ABDOLALLY EBRAHIM & CO.

Hongkong, 3rd November, 1902. [2918]

NOTICE.

THE Undersigned has been appointed AGENT for Hongkong and vicinity for the NEW YORK LIFE INSURANCE COMPANY from this date.

ALICE KIENE,

Hongkong, 20th September, 1902. [289]

PACIFIC MAIL STEAMSHIP CO.,

OCCIDENTAL & ORIENTAL S.S. CO.,

TOYO KISEN KAISHA.

NOTICE.

I HAVE THIS DAY RETIRED from the service of the above Companies, and Mr. E. W. TILDEN has been appointed AGENT at Hongkong.

J. S. VAN BUREN,

Hongkong, 1st November, 1902. [290]

PACIFIC MAIL STEAMSHIP CO.,

OCCIDENTAL & ORIENTAL S.S. CO.,

TOYO KISEN KAISHA.

NOTICE.

I HAVE THIS DAY ASSUMED CHARGE of the Business of the above Companies in Hongkong.

E. W. TILDEN,

Agent.

Hongkong, 1st November, 1902. [2901]

NOTICE.

JUST PUBLISHED—2nd (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price 8s.

ON SALE AT LOCAL BOOKSELLERS.

NOTICE.

"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."

Many of us in the Far East have read books of Tonkin, ancient and modern, but a knowledge of things as they are there to-day, of what has been accomplished under M. Doumer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it is at present. Altogether, this is a book to read."

"BANGKOK TIMES."

NOTICE.

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2776]

NOTICE.

GOVERNMENT-GENERAL OF FRENCH INDO-CHINA.

THE

HANOI EXPOSITION

NOTICE.

16TH NOVEMBER, 1902.

NOTICE.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands, India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

NOTICE.

THE GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organized under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organized at reasonable prices.

NOTICE.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascents, Fireworks, Danes, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NOTICE.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ,

Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 1st July, 1902. [1890]

NOTICE.

WINCHESTER CARABINES

12 SHOT REPEATING CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

NOTICE.

LUTGENS, EINSTMAN & CO.,

14, DES VOUX ROAD.

PURE FRESH WATER

NOTICE.

THE HONGKONG STEAM WATER-BOAT CO. LD

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from a Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON, via SUEZ CANAL.	MEMPHIS	Brit. str.	—	Stevenson, R.N.R.	McGREGOR BROS. & CO.	On 11th inst. at Noon.
LONDON, via SUEZ CANAL.	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
LONDON, via SUEZ CANAL.	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
LIVERPOOL DIRECT.	PINGSUR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
LIVERPOOL DIRECT.	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS.	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	PRINS VALDEMAR	Dan. str.	—	Borg	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Jap. str.	—	J. Campbell	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	JAVA	Jap. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
BREMEN, via PORTS OF CALL.	SAXONIA	Ger. str.	—	J. W. McMillan	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
HAYRE & HAMBURG.	SERBIA	Ger. str.	—	W. Franko	MELCHERS & CO.	On 18th inst. at Noon.
HAYRE & HAMBURG.	MARBURG	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 19th inst. at Noon.
HAYRE & HAMBURG.	SUEVIA	Ger. str.	—	Brohm	HAMBURG-AMERIKA LINIE	On 31st December.
HAYRE & HAMBURG.	ALBERTA	Ger. str.	—	Neidermyer	HAMBURG-AMERIKA LINIE	On 17th December.
TRIESTE, &c., via SINGAPORE, &c.	MARQUIS BACQUEHEM	Aus. str.	—	Borch	HAMBURG-AMERIKA LINIE	On 31st December.
NEW YORK via PORTS & SUEZ CANAL.	LOWTHER CASTLE	Brit. str.	—	Rassavich	SANDBER, WIELER & CO.	On 15th inst. at Noon.
BALTIMORE & NEW YORK.	CHARLES TIBERGHEN	Brit. str.	—	Donwell & Co. Ltd.	ARNHOLD, KAMBERG & CO.	On 15th inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd December.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	DOUGLASS & CO., LIMITED	On 9th inst. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	MOYUN	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd December, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ITO MARU	Jap. str.	—	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 14th inst. at Noon.
PORTLAND, OREGON.	INDRAPURA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
AUSTRALIAN PORTS.	TINIAN	Brit. str.	—	P. T. Holmes	GIBB, LIVINGSTON & CO.	On 20th inst. at 4 P.M.
AUSTRALIAN PORTS.	KANGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	SHANGHAI	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	MALACCA MARU	Jap. str.	—	A. F. Street	P. & O. S. N. Co.	On 20th inst. at Noon.
KOBE & YOKOHAMA.	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
KOBE & YOKOHAMA.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
KOBE & YOKOHAMA.	HIOHIMA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
TIENTSIN.	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
SHANGHAI.	NANCHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
SHANGHAI.	NINGPO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
SHANGHAI.	WHAMPOA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
SHANGHAI.	HUPH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
SHANGHAI.	CHINKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst. at Noon.
NINGPO & SHANGHAI.	DALIN MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 8th inst. at Noon.
TAMSAI, via SWATOW & AMOY.	ANPINA MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 12th inst. at Noon.
FOOCHOW, via SWATOW & AMOY.	MAIZURU MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 12th inst. at Noon.
ANPING, via SWATOW & AMOY.	RUMI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 7th inst. at 4 P.M.
MANILA.	LOONGSANG	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & CO.	On 11th inst. at 3 P.M.
MANILA.	ROSETTA MARU	Jap. str.	—	Mazio	MIYOTSU BUSSAN KAISHA	On 11th inst. at Noon.
MANILA.	BISAGNO	Ital. str.	—	Buller	CARLOWITZ & CO.	On 6th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA.	KUMANO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 6th inst. at Noon.

SHIPPING.

ARRIVALS.

Nov. 2. FUSOHUN, Chinese str., 845, T. C. Gillespie, Shanghai 24th Oct. General.
Nov. 2. NANCHANG, British str., 1050, Finlayson, Java 24th Oct. Sugar.
Nov. 2. SADO MARU, Japanese str., 2388, Wm. Thompson, London and Singapore 24th Oct. General.
Nov. 3. SHIAN, British steamer, 845, A. Jones, Saigon 24th Oct. Rice and Meal.
Nov. 3. TAIYAU, German str., 1920, K. Koch, Bangkok 24th Oct. Rice.
Nov. 3. CHUSAN, British str., from Canton.
Nov. 3. BATA NOSSACH, German str., 1161, Brude, Kwangchow 2nd Nov. General.
Nov. 3. HONG KONG, French str., 742, Pannier, Hanoi 1st Nov. General and Pigs.
Nov. 3. HUPH, British str., 1204, Menthel, Shanghai 30th Oct. General.
Nov. 3. KATSE, Kail Y., Austrian cruiser, 6400, Hong Kong, Singapore 27th Oct. TAIYAU, Chinese str., from Canton.
Nov. 3. THEODOR WILHELM, German str., 2369, Meyerhoff, Kuchinotsu 27th Oct. Coal.
JESSEN & CO.

CLEARANCES.

At the Harbour Master's Office.
3rd November.
Apostrophe, German str., for Hanoi.
Apostrophe, Japanese str., for Kuchinotsu.
Bangkok, German str., for Bangkok.
Hanoi, Norwegian str., for Saigon.
Chongqing, British str., for Shanghai.
Diamant, British str., for Newchwang.
Fungshun, Chinese str., for Canton.
Huph, British str., for Canton.
Mitsun, British str., for Sandakan.
Phra Chon Kiao, German str., for Bangkok.
Rado Maru, Japanese str., for Nagasaki.
Thales, British str., for Swatow.
Wongkai, German str., for Bangkok.

DEPARTURES.

3rd November.
FUSOHUN, Chinese str., for Canton.
HAIAN, French str., for Hanoi.
HONG KONG, British str., for Amoy.
HUPH, British str., for Canton.
PURA CH KLAO, German str., for Bangkok.
SADO MARU, Japanese str., for Nagasaki.
SYDNEY, French str., for Shanghai.
THALES, British str., for Swatow.

VESSELS IN DOCK.

3rd November.
APPROVED DOCKS.—Solent, Inver, F. Reyes, Zaire, Hailong, Pearl, Danner, Tsinan, Hongkong.
COSMOPOLITAN DOCK.—Ingalls, Nanshan.

SHIPPING REPORTS.

The British steamer Huph, from Shanghai 30th Oct., had strong N.E. winds and rain.
The French steamer Hailong, from Hanoi 2nd Nov., had fresh easterly breeze and sea with cloudy weather.
The Chinese steamer Fungshun, from Shanghai 30th Oct., had fine, clear weather with strong N.E. winds throughout the passage.

NATAL LINE OF STEAMERS.

THE UNDERSIGNED GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the SOUTH AFRICAN STEAMSHIP CO.'S fortnightly service to CALCUTTA, SINGAPORE, and CANTON, via the Cape of Good Hope.
For Freight and further particulars apply to
DODWELL & CO., GENERAL AGENTS for China and Japan, Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain H. W. Almond, will be despatched for the above port TO-MORROW, the 5th inst. at Noon.

Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation shipshape. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd November, 1902. [2895]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain Diller, will be despatched as above on THURSDAY, the 6th inst. at Noon.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st October, 1902. [2892]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 7th inst. at 4 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st November 1902. [2913]

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR"

Captain Borg, due here about the 8th inst. will have quick despatch as above.

For Freight or Passage, apply to
MELCHERS & CO., Agents.

Hongkong, 1st November. [2894]

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain Taro, will be despatched for MANILA TUESDAY, the 11th inst. at 3 P.M.

Excellent Accommodation. Comfortable service. Excellent Table. Unrivalled Speed.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, 102 House Street, Hongkong, 1st November, 1902. [16]

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

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HAMBURG-AMERIKA LINIE.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUMATRA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, AND LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOADING.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

SACHSEN ... WEDNESDAY ... 13th November.

GERA ... WEDNESDAY ... 30th November.

* KAUTSCHOU ... WEDNESDAY ... 10th December.

* BAYERN ... WEDNESDAY ... 24th December.

KONIG ALBERT ... WEDNESDAY ... 7th Jan. 1903.

PRINZESS IRBNE ... WEDNESDAY ... 21st Jan. 1903.

DAIMSTADT ... WEDNESDAY ... 4th Feb. 1903.

PREUSSEN ... WEDNESDAY ... 18th Feb. 1903.

* HAMBURG ... WEDNESDAY ... 4th Mar. 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 12th day of November, 1902, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain W. Franko, will take MAIL PASSENGERS, SPECIE and CARGO, will leave this port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 10th November. Cargo and Specie will be received at the Agency's Office until Noon on TUESDAY, the 11th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 30th October, 1902. [15]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE.

(Passing through the Inland Sea)

STEAMERS. TO SAIL ON. REMARKS.

SHANGHAI ... 10 A.M. 4th November ... Freight or Passage.

CHUSAN ... Noon, 8th November ... See Special Advertisement.

PARRAMATTA ... About 9th November ... Freight or Passage.

JAVA ... Noon, 14th November ... Freight or Passage.

MALACCA ... About 18th November ... Freight or Passage.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 4th November, 1902. [1]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST-ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 19th Nov.

R.M.S. "TARTAR" ... Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 3rd Dec.

R.M.S. "EMPEROR OF JAPAN" ... Comdr. H. Byrd, R.N.R. ... WEDNESDAY, 17th Dec.

R.M.S. "ATHENIAN" ... Comdr. H. Morait ... WEDNESDAY, 31st Dec.

R.M.S. "EMPEROR OF CHINA" ... Comdr. R. Ardolph, R.N.R. ... WEDNESDAY, 14th Jan.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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